

44

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION

SJU PSDU

7-5-61

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE <i>Cessna</i>	MODEL <i>B-21A</i>
	SERIAL NO. <i>B-19</i>	NATIONALITY AND REGISTRATION MARK <i>N-40-12</i>
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) 39 Strand St., Christiansted St Croix, US Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME (As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN14B	4017	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE January 15, 1970	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
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7. APPROVAL FOR RETURN TO SERVICE

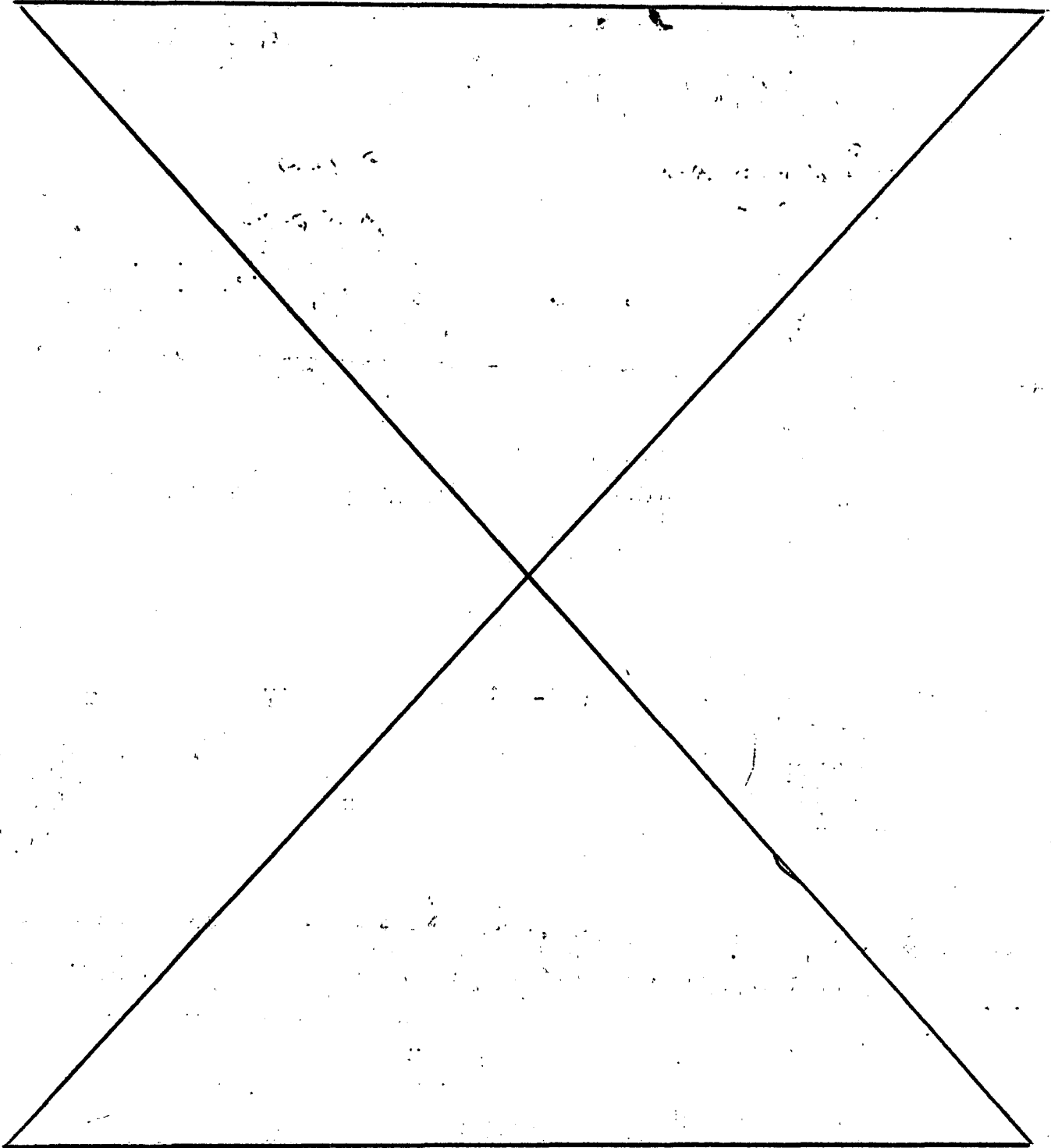
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION January 15, 1970	CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector		

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

NOTICE

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
Newly overhauled Blower installed on engine. Engine test run and found satisfactory for service.



ADDITIONAL SHEETS ARE ATTACHED

R/H

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION

550 FS-50
7-5-61

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE <i>Brimman</i>	MODEL <i>C-21-A</i>
	SERIAL NO. <i>B-19</i>	NATIONALITY AND REGISTRATION MARK <i>N40K</i>
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) 39 Strand St, Christiansted St. Croix -US Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	R985-AN1	JP-203522	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	B. KIND OF AGENCY	C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2
	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE December 26, 1969	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE <input checked="" type="checkbox"/>	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION December 26, 1969	CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.

FAA A.D. Note 56-6-2 complied with (Cylinder inspection).
FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

ADDITIONAL SHEETS ARE ATTACHED

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION FSDO
7-5-61

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE <i>Cummins</i>	MODEL <i>B-21-A</i>
	SERIAL NO. <i>B-19</i>	NATIONALITY AND REGISTRATION MARK <i>N40K</i>
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIRBOATS, INC.	ADDRESS (As shown on registration certificate) 39 Strand Street, Christiansted St. Croix, U.S. Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	R985-AN1	5161	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE August 5, 1969	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION August 5, 1969	CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector		

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

NOTICE

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.

RAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
RAA A.D. Note 57-5-4 complied with (Crankshaft).
RAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
RAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

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ADDITIONAL SHEETS ARE ATTACHED

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY
OFFICE IDENTIFICATION NUMBER **FSDO**
7-5-61

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE <i>Cessna</i>	MODEL <i>B-21-A</i>
	SERIAL NO. <i>B-19</i>	NATIONALITY AND REGISTRATION MARK <i>N-40RDR</i>
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) 39 Strand St., Christiansted, St. Croix, U.S. Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	R985-AN1	JP-204402	x	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE July 31, 1969	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	x REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION July 31, 1969	CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector		

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

NOTICE

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
 FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
 FAA A.D. Note 66-14-4 (One piece Cam Reduction Gear) complied with.
 FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

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FSDO

9/8/69

SUPV. *[Signature]*

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FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
 Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION
 SDC DO
 7-5-61

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE GRUMMAN GOOSE	MODEL G-21A
	SERIAL NO. N40R LA 227 482	NATIONALITY AND REGISTRATION MARK USA 40R 40R
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) 39 Strand Street, Christiansted St. Croix, US Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PRATT & WHITNEY	R985-AN1	011768	X	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	B. KIND OF AGENCY <input type="checkbox"/> U.S.-CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE December 21, 1968	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
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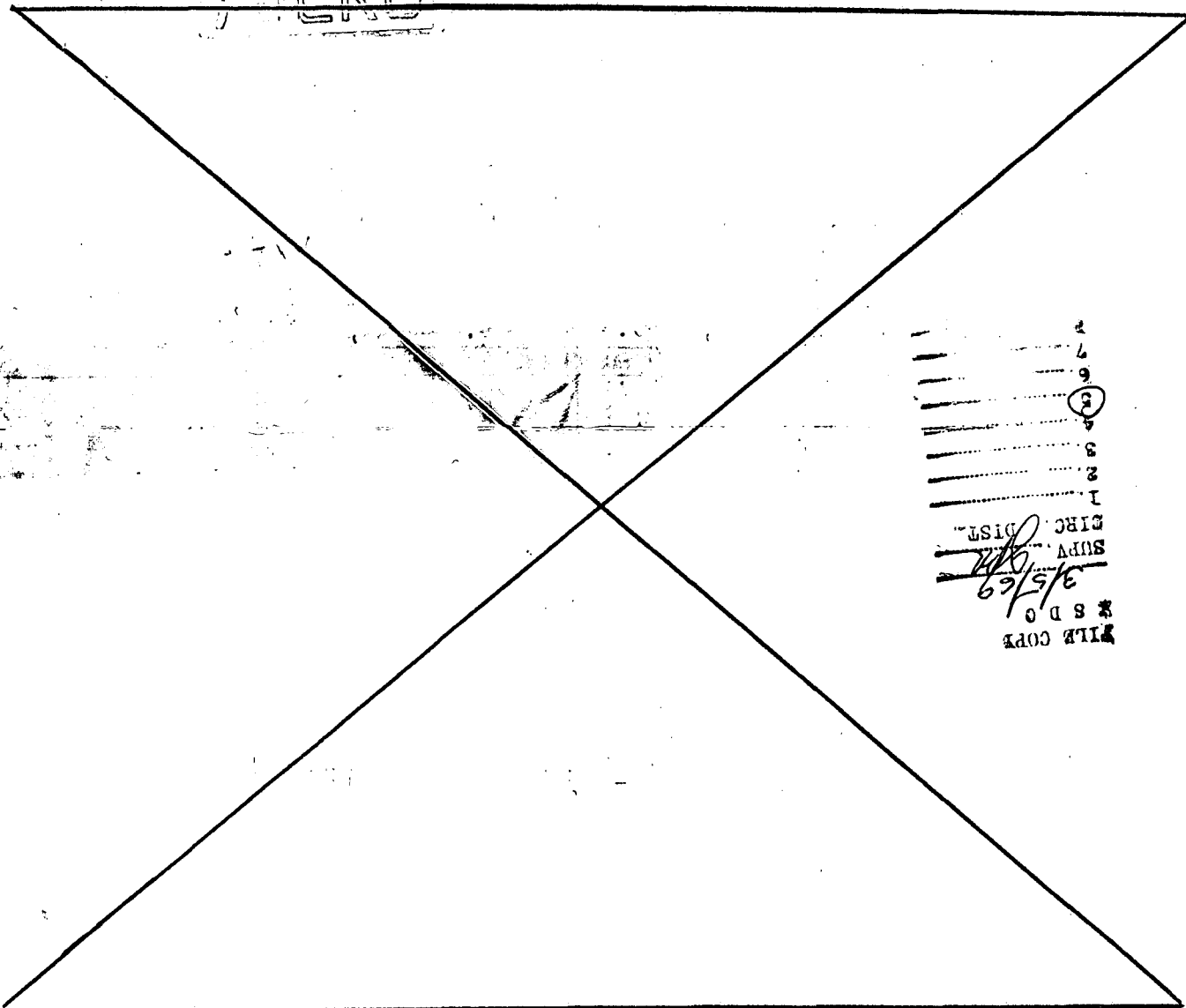
7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION December 21, 1969	CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
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ADDITIONAL SHEETS ARE ATTACHED



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8. DESCRIPTION OF WORK ACCOMPLISHED If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine magnets and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection).
 FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
 FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.
 FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

NOTICE

Weight and balance or operating limitations changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION **STU FSDO**
7441

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-21A
	SERIAL NO. N40R B-19	NATIONALITY AND REGISTRATION MARK USA 40R
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) 39 Strand Street Christiansted, St. Croix

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME (As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN1	24198	x	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	B. KIND OF AGENCY <input type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2
--	--	--

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE December 3, 1968	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
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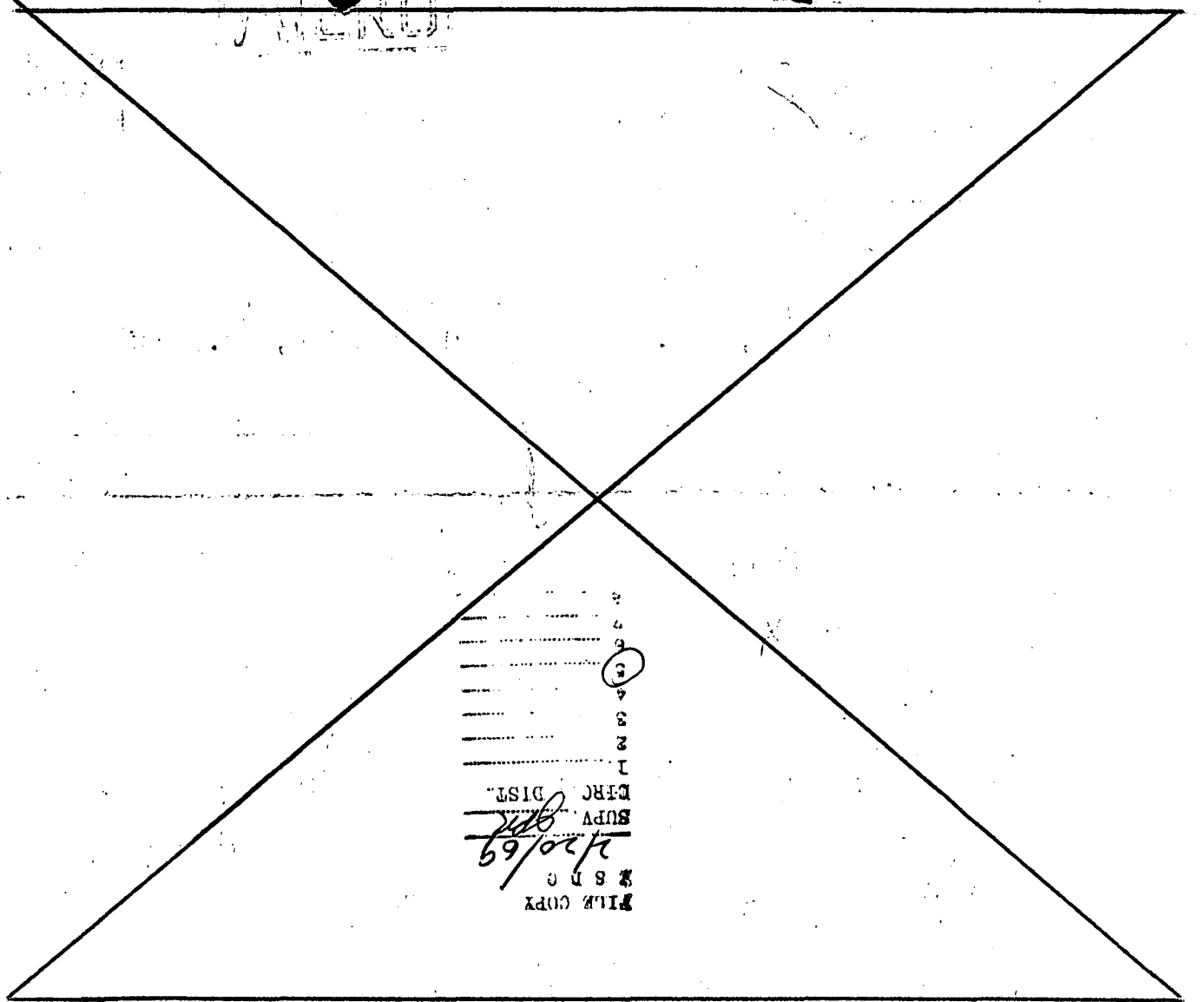
7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE x	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION December 3, 1968	CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector		

ADDITIONAL SHEETS ARE ATTACHED

7-10-69



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 SUPV. *[Signature]*
 EIRC. DISF.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.

FAA A.D. Note 56-6-2 complied with (Cylinder Inspection);
 FAA A.D. Note 57-5-4 has been complied with (Crankshaft);
 FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with;
 FAA A.D. Note 68-9-1 (Fly Weights and Fly Weight Liners) complied with.

NOTICE

Weight and balance or operating limitations shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

CONVEYANCE FILED WITH
 FAA AIRCRAFT FIELD OFFICE
 TAMPA, FLORIDA
 MAR 11 11 30 AM '69

1284-1287 37 Oct 5 '67

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

SJU FSDO
25-61

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-21 A
	SERIAL NO. B-19	NATIONALITY AND REGISTRATION MARK N 40-R
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIRBOATS	ADDRESS (As shown on registration certificate) 39 STRAND ST. CH' STED ST. CROIX U.S. VIRGIN ISLANDS

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	DIVAN INSTALLATION (As described in item 1 above)				XX
POWERPLANT					
PROPELLER	HARTZEL	HC-b3230-2E/10152-51			XX
APPLIANCE	TYPE				
	MANUFACTURER				

Verified by Operator #74

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
William J. Everett C/O Pan American H.S. Truman Airport St. Thomas (V.I.)	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	IA #1496292
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 04 SEPT. 1967	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William J. Everett</i>
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 04 SEPT. 1967	CERTIFICATE OR DESIGNATION NO. IA#1496292	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William J. Everett</i>		

CONVANCE FILED WITH
FAA AIRCRAFT REGISTRY

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

Oklahoma City, Oklahoma
SEP 27 10 09 AM '67

8. DESCRIPTION OF WORK ACCOMPLISHED (if more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1) Removed constant speed full feathering HAMILTON STANDARD HYDROMATIC PROPELLERS.

2) 2 ea HARTZELL Propellers Model HC-B3Z30-2E/10152-51 installed on this aircraft in accordance with HARTZELL Propellers Inc. STC SA1-52 Drawing # D1860. Flight Manual modified for this installation. Functional check ok.

3) Removed seat on front left side of A/C. Re-positioned second seat on front side of A/C on lefthand side, two inches aft on existing seat tracks.

4) Installed two place divan which was manufactured by ASSOCIATED AIRCRAFT EQUIPMENT INC to T.S.O. Standards in accordance with drawing # C 126. Installation in accordance with STC # SA 2-760 and also in accordance with previously approved F.A.A. 337 dated 3/26/63 in this aircraft record. Seatbelts for lounge attached to original GRUMMAN seat-attachpoints and structure with AN-43 eye bolts. See weight and balance data and equipment list for corresponding changes.

5) The following placard was installed "with all cabin seats occupied to 1,700 lbs the right rear seat must not be occupied, also the front rear baggage compartment weight must not exceed 82 lbs."

Nothing follows

ADDITIONAL SHEETS ARE ATTACHED

CRU

1284-0607 37 Oct 5 '67

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
 Budget Bureau No. 04-R060.1
 FOR FAA USE ONLY
 OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-75-01 (subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE GRUMMAN	MODEL G-21A
	SERIAL NO. B-119	NATIONALITY AND REGISTRATION MARK N40R
2. OWNER	NAME (As shown on registration certificate) ANTILLES AIR BOATS, INC.	ADDRESS (As shown on registration certificate) 39 Strand St., Christiansted St. Croix, US Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME (As described in item 1 above)				
POWERPLANT	PRATT & WHITNEY	R985-AN14B	15128	x	
PROPELLER					
APPLIANCE	TYPE	Verified by Operator #74			
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS EIGHTH AIR DEPOT, INC. SEBRING AIR TERMINAL P.O. Box 631 SEBRING, FLORIDA	B. KIND OF AGENCY		C. CERTIFICATE NO. 3610 POWER PLANT CLASS 1 & 2
	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC		
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION		
	<input type="checkbox"/> MANUFACTURER		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE May 19, 1967	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
-----------------------------	---

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE x	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION May 19, 1967	CERTIFICATE OR DESIGNATION NO. 3610	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>George W. Dumont</i> George W. Dumont, Chief Inspector
--	---	---

NOTICE

Weight and balance information shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

OKLAHOMA C. 11111A

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
P&W Service Bulletin 1693 (Drain Pipes, Cyl. Inter-E₂r) complied with.
FAA A.D. Note 65-7-2 complied with (Fly Weights and Fly Weight Liners).
FAA A.D. Note 66-14-4 (One Piece Cam Reduction Gear) complied with.

THIS ENGINE INSTALLED
RIGHT HAND POSITION
ACFT. N 40 P. JUNE 26, 67
REPLACING R-985-AN 418
SERIAL NO. P-22 62 54
WHICH WAS RETURNED
TO DEPT FOR OVERHAUL

ADDITIONAL SHEETS ARE ATTACHED

1118-0005 37 AUG 22 '66

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Grumman	MODEL G-21A.
	SERIAL NO. B-19	NATIONALITY AND REGISTRATION MARK N40R
2. OWNER	NAME (As shown on registration certificate) Antilles Air Boats	ADDRESS (As shown on registration certificate) 39 Strand Street, Christiansted St. Croix, U.S. Virgin Islands

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	Aileron left position - S/N AAB No. 10			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
William Joseph Everett jr. c/o Antilles Air Boats 39 Strand Street Christiansted St. Croix, U.S.V.I.	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	IA-1496292
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE	SIGNATURE OF AUTHORIZED INDIVIDUAL
Aug. 9, 1966	<i>William Everett</i>

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify) Verified by Operator #45
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
Aug. 9, 1966	IA-1496292	<i>William Everett</i>		

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

NOTICE

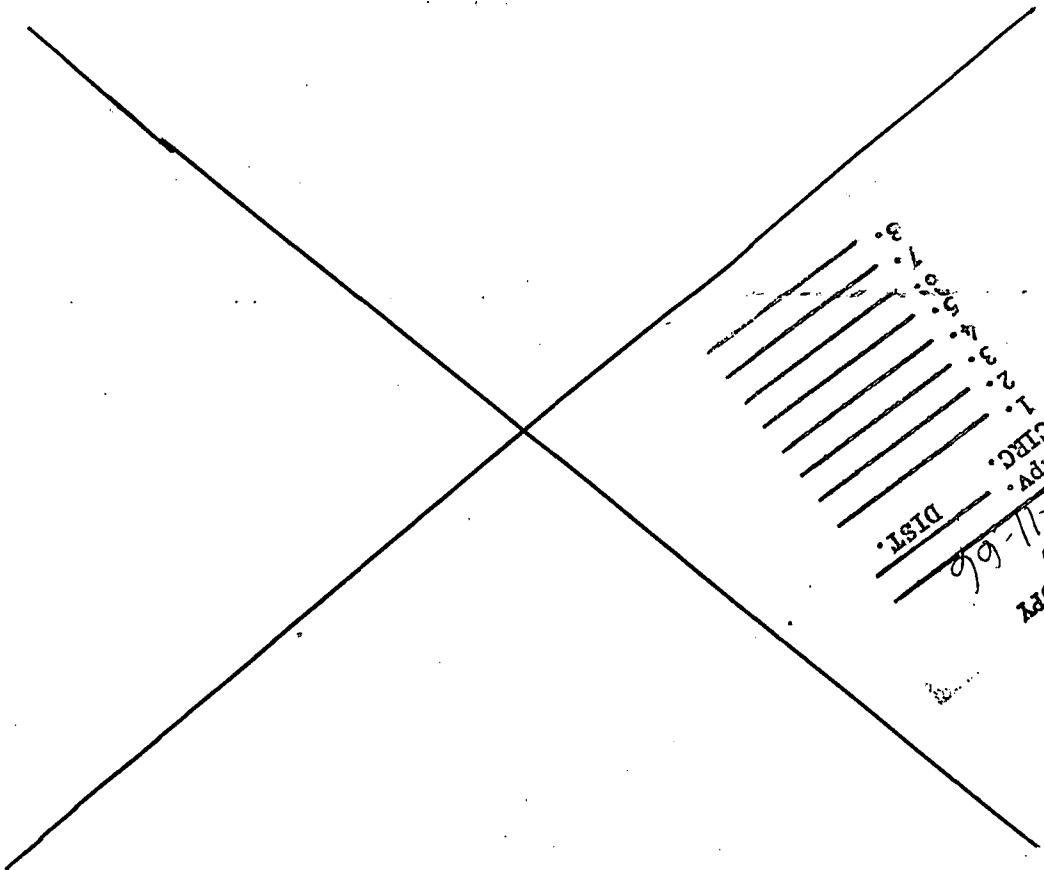
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1.- Old covering removed from aileron s/N AAB No. 10 and structure thoroughly inspected for condition. O.K. to cover: *William G. Smith*

2.- Frame covered with Grade A fabric. Four coats of clear nitrate dope brushed on, two coats of clear nitrate dope sprayed on, eight coats of silver nitrate dope sprayed on. Remaining finish sprayed on with four coats of white nitrate dope. Balance not affected. All workmanship and materials used conforms to recommendations as per C.A.M. 18.30-3. and F.A.R. 43. O.K. to install: *William G. Smith*

3.- Installed and rigged on aircraft in accordance with manufacturers specification.

NOTHING FOLLOWS.



FILE COPY
 FSDO
 8-11-66
 DIST.
 SUPV.
 CHIC.
 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.

MICRO

ADDITIONAL SHEETS ARE ATTACHED

1141-1116 37 Oct 10 '66

Verified by: *[Signature]*

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

50-F500-STJ

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

| | | |
|-------------|--|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-21A |
| | SERIAL NO.
B19 | NATIONALITY AND REGISTRATION MARK
N40R |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIR BOATS, INC. | ADDRESS (As shown on registration certificate)
Alexander Hamilton Airport,
Christiansted, St. Croix Islands, Virgin Islands |

3. FOR FAA USE ONLY

| 4. UNIT IDENTIFICATION | | | | 5. TYPE | |
|------------------------|--|-------------------|---------------|----------|------------|
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
| AIRFRAME | (As described in item 1 above) | | | | |
| POWERPLANT | PRATT & WHITNEY | R985-AN14B | 226539 | X | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | | |
|--|---|--------------|---|
| A. AGENCY'S NAME AND ADDRESS
EIGHTH AIR DEPOT, INC.
SEBRING AIR TERMINAL
P.O. Box 631
SEBRING, FLORIDA | B. KIND OF AGENCY | | C. CERTIFICATE NO.
3610
POWER PLANT
CLASS 1 & 2 |
| | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC | | |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | | |
| | <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION | | |
| | | MANUFACTURER | |

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|-----------------------------|--|
| DATE
May 13, 1966 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>[Signature]</i>
George W. Dumont, Chief Inspector |
|-----------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

| | | | | |
|----|------------------------------|----------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE X | REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|--|
| DATE OF APPROVAL OR REJECTION
May 13, 1966 | CERTIFICATE OR DESIGNATION NO.
3610 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>[Signature]</i>
George W. Dumont, Chief Inspector |
|--|---|--|

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

NOTICE

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, carburetor, magnetos and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours.

FAA A.D. Note 57-5-4 has been complied with (Crankshaft).
FAA A.D. Note 62-11-5 complied with (Cam Drive Gear).
P&W Service Bulletin 1693 (Drain Pipes, Cyl. Inter-Bar) complied with.
FAA A.D. Note 65-7-2 complied with (Fly Weights and Fly Weight Liners).

August 17-1966
This engine installed on the N149292
E-219 Chumman 6052. Systems check satisfactory.
Model S/P B19
William Clark
I # 149292

MICRO

ADDITIONAL SHEETS ARE ATTACHED

37 APR 4 1966

1048 1122-37 APR 4 '66

Punched by Operator #79

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION SO GADO 5

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

| | | |
|-------------|---|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-21 A |
| | SERIAL NO.
B-19 | NATIONALITY AND REGISTRATION MARK
N-40 R |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIRBOATS | ADDRESS (As shown on registration certificate)
39 Strand Street/Christiansted
St.CROIX - U.S.Virgin Islands |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
|------------|--|-------|------------|---------|------------|
| | | | | REPAIR | ALTERATION |
| AIRFRAME | Hull and Fuselage Repairs (As described in item 1 above) | | | X | |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|---|--|---------------------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| William Joseph Everett
2535 S.W.5th. St.
Miami, Fla. | <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC | A & P #
14962 92 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> MANUFACTURER | |

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43-of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|------------------------------|--|
| DATE
March 7, 1966 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>William Everett</i> |
|------------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

| | | | | |
|----|------------------------------|----------------|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |

| | | |
|--|--|--|
| DATE OF APPROVAL OR REJECTION
3-7-66 | CERTIFICATE OR DESIGNATION NO.
A&P 1315661 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Fred W Shea</i> |
|--|--|--|

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (if more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

A.- the following repairs made to the fuselage of this aircraft.

1) replaced all windshield posts with material described in GRUMMAN structure and Repair Manual NAV-AER.01-85V-3.

2) spliced in section of skin from station 8 to station 9

identified by hullskin plating Diagrams AS # 5 and of the

type and thickness as per hullskin plating diagram sheet # 2. See attached hullskin plating diagram and stations diagram.

B.- the following repairs made to the hull of this aircraft.

1) replacedchine sections from station # 1 to station # 29 on both sides of this hull.

All material is original factory stock and conforms with GRUMMAN structure and Repair Manual.

All of the above repairs done in accordance with C.A.M.18-30-4 and GRUMMAN structure and Repair Manual NAV-AER.01-85VA-3.

IMCROU

ADDITIONAL SHEETS ARE ATTACHED

37 APR 4 1966

1048 1121-37 APR 4 '66

Punched by Operator #79 FEDERAL AVIATION AGENCY
MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
Budget Bureau No. 04-R060.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION
SO GADO 5

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

| | | |
|-------------|---|--|
| 1. AIRCRAFT | MAKE
GRUMAN | MODEL
G-21 A |
| | SERIAL NO.
B 19 | NATIONALITY AND REGISTRATION MARK
N-40 R |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIRBOATS | ADDRESS (As shown on registration certificate)
39 Strand Street/Christiansted
ST. CROIX .U.S. Virgin Islands |

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
|------------|---|-------|------------|---------|------------|
| | | | | REPAIR | ALTERATION |
| AIRFRAME | Wing Box Beam Capstrip Repairs
Wing Flap and Aileron Support Beam Repairs
<small>(As described in item 1 above)</small> | | | X | |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|---|--|--|
| A. AGENCY'S NAME AND ADDRESS
William Joseph Everett
2535 S.W. 5th. St.
Miami, Fla | B. KIND OF AGENCY
<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC
<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC
<input type="checkbox"/> CERTIFICATED REPAIR STATION
<input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO.
A & P #
1496292 |
|---|--|--|

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|------------------------------|--|
| DATE
March 7, 1966 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>William Everett</i> |
|------------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

| | | | | |
|----|------------------------------|----------------|---|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION
<input checked="" type="checkbox"/> | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |

| | | |
|--|--|---|
| DATE OF APPROVAL OR REJECTION
3-7-66 | CERTIFICATE OR DESIGNATION NO.
A+P 1315661 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Fred W. Khea</i> |
|--|--|---|

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

A.-- Repairs to the wing box beam capsrips made at the following locations.

- 1) on the right wing, at the lower front right wing spar joint between wing stations 88 5/16 and 97. See attached stations diagram.
 - 2) on the left wing between stations 88 5/16 and 97 on the lower left spar joint.
 - 3) on the left wing between stations 88 5/16 and 97 on the lower left and lower right capsrips at the rear spar joint.
- All work done in accordance with GRUMMAN structure and Repair-Manual NAV-AER. 01-85V-3 and C.A.M. 18-30-4. See attached illustrations of this repair taken from above manual.

B.-- Repairs to the Aileron Support Beam made at the following location.

- 1) on the right wing between stations 241 and 256. See attached stations diagram for location and attached page # 60 of GRUMMAN structure and Repair Manual NAV-AER. 01-85V-3. This repair done in accordance with C.A.M. 18-30-4.

C.-- Repairs to the Flap Support Beam made at the following locations

- 1) on the right wing between stations 97 and 109.
 - 2) on the right wing between stations 75 and 88 5/16.
 - 3) on the left wing between stations 75 and 88 5/16.
- All work done in accordance with GRUMMAN structure and Repair Manual NAV-AER 01-85V-3 and C.A.M. 18-30-4. See attached illustrations.

three

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ADDITIONAL SHEETS ARE ATTACHED

37 APR 4 1966 1048 1123 37 APR 4 '66

Punched by Operator #79
 MAJOR REPAIR AND ALTERATION
 (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
 Budget Bureau No. 04-R060.1
 FOR FAA USE ONLY
 OFFICE IDENTIFICATION
SO GADO 5

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

| | | |
|-------------|---|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-21 A |
| | SERIAL NO.
B-19 | NATIONALITY AND REGISTRATION MARK
N-40 R |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIRBOATS | ADDRESS (As shown on registration certificate)
39 Stran Street, Christiansted
St. CROIX - U.S. Virgin Islands |

3. FOR FAA USE ONLY

| 4. UNIT IDENTIFICATION | | | | 5. TYPE | |
|------------------------|---|-------|------------|---------|------------|
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
| AIRFRAME | Center Section Repair (As described in item 1 above) | | | X | |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|--|--|--------------------------------|
| A. AGENCY'S NAME AND ADDRESS | B. KIND OF AGENCY | C. CERTIFICATE NO. |
| William Joseph Everett
2535 S.W. 5th. St.
Miami, Fla. | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC | A & P #
1496292 |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> CERTIFICATED REPAIR STATION | |
| | <input type="checkbox"/> MANUFACTURER | |

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|------------------------------|--|
| DATE
March 7, 1966 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>William Everett</i> |
|------------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

| | | | | |
|----|------------------------------|----------------|--------------------------|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |

| | | |
|--|---|---|
| DATE OF APPROVAL OR REJECTION
3-7-66 | CERTIFICATE OR DESIGNATION NO.
A+P1315661 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Fred W. Shea</i> |
|--|---|---|

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

A.- The following repairs made to the center section of this aircraft.

1) replaced solid bulkhead on the left side of the center of the center section. See attached figure 8 taken from NAV-AER.01-85VA-3 CHUMMAN structure and Repair Manual. Fuel tank tested as per above Manual's instructions.

2) Repaired all stringers on the lower center of the center section at both solid bulkheads. See methods of repair on attached figure 11 and figure 17 of CHUMMAN structure and Repair Manual NAV-AER.0185V-3. This structure protected against corrosion and all work done in accordance with C.A.R. 18-30-4.

U.S. GOVERNMENT PRINTING OFFICE : 1965 OF - 761-748

ADDITIONAL SHEETS ARE ATTACHED

Checked by Operator #79
 Verified by Inspector

1048 1296-37 APR 4 '66

FEDERAL AVIATION AGENCY

Form Approved
 Budget Bureau No. 04-R060.1

MAJOR REPAIR AND ALTERATION
 (Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION
SO GADO 8

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

| | | |
|-------------|---|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G-21 A |
| | SERIAL NO.
B-19 | NATIONALITY AND REGISTRATION MARK
N-40 R |
| 2. OWNER | NAME (As shown on registration certificate)
ANTILLES AIRBOATS | ADDRESS (As shown on registration certificate)
39 Strand Street-Christiansted
ST. CROIX - U.S. Virgin Islands |

3. FOR FAA USE ONLY

| 4. UNIT IDENTIFICATION | | | | 5. TYPE | |
|------------------------|--|-------|------------|----------|------------|
| UNIT | MAKE | MODEL | SERIAL NO. | REPAIR | ALTERATION |
| AIRFRAME | Elevators left and right. Rudder.
<small>(As described in item 1 above)</small>
Ailerons left and right. | | | X | |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|---|--|--|
| A. AGENCY'S NAME AND ADDRESS
William Joseph Everett
2535 S.W. 5th. St.
Miami, Florida | B. KIND OF AGENCY
<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC
<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC
<input type="checkbox"/> CERTIFICATED REPAIR STATION
<input type="checkbox"/> MANUFACTURER | C. CERTIFICATE NO.
A & P #
1496292 |
|---|--|--|

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|-------------------------------|--|
| DATE
17 APR 67 - 66 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>William Everett</i> |
|-------------------------------|--|

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is APPROVED REJECTED

| | | | | |
|--|---|---|---|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | <input checked="" type="checkbox"/> INSPECTION AUTHORIZATION
<input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | OTHER (Specify) |
| | FAA DESIGNEE | REPAIR STATION | | |
| DATE OF APPROVAL OR REJECTION
3-7-66 | CERTIFICATE OR DESIGNATION NO.
ATP1315661 | SIGNATURE OF AUTHORIZED INDIVIDUAL
<i>Fred W. Kane</i> | | |

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

NOTICE

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1.- Control surfaces removed.

2.- Old covering removed from the following control surfaces:

- A) Rudder S/N A.A.B. # 2.
- B) Left elevator S/N A.A.B. # 3.
- C) Right elevator S/N A.A.B. # 4.
- D) Left aileron S/N A.A.B. # 5.
- E) Right aileron S/N A.A.B. # 6.

O. K. to cover. *Frank W. Klein AI 1315661*

3.- Frames covered with Grade A fabric. Four coats of clear nitrate dope brushed on. Two coats of clear nitrate dope sprayed on. Right coats of silver nitrate dope sprayed on. The remaining finish sprayed on with white nitrate dope. Balance not affected. All workmanship and materials used conforms with recommendations as per C.A.M. 18.30-3. O. K. to install. *Frank W. Klein*

4.- Installed and rigged on aircraft in accordance with manufacturers recommendations in maintenance handbook Number 01-85VR - 2 section (4-174) page # 52.

NOTHING FOLLOWS.

Verified by Operator #

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

| | | | | |
|-------------|------------------------|-----------------------|---------------------------|---|
| 1. AIRCRAFT | MAKE
<i>Grumman</i> | MODEL
<i>G-21A</i> | SERIAL NO.
<i>B-19</i> | NATIONALITY AND REGISTRATION MARK
<i>N 40R</i> |
|-------------|------------------------|-----------------------|---------------------------|---|

| | | |
|----------|--|--|
| 2. OWNER | NAME (First, middle, last)
TROPIC AVIATION | ADDRESS: (Street and number, city, zone and State)
4050 S.W. 11th Terrace
FORT LAUDERDALE, FLORIDA |
|----------|--|--|

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) | |
|---------------|-------------------------------------|-------------------|--------------|------------------------|------------------|
| | | | | MAJOR:REPAIR | MAJOR ALTERATION |
| a. AIRFRAME | <i>As described in item 1 above</i> | | | | |
| b. POWERPLANT | PRATT & WHITNEY | R985-AN14B | 14642 | X | |
| c. PROPELLER | | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | | | | |

4. AIRCRAFT WEIGHT AND BALANCE DATA
*AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* |
|---------------|------------------------|--|-----------------------|
| <i>Normal</i> | <i>6033.9</i> | <i>+22.4</i> | <i>1966.1</i> |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|--|--|---|
| a. AGENCY'S NAME AND ADDRESS
EIGHTH AIR DEPOT, INC.
SEBRING AIR TERMINAL
P.O. Box 631
SEBRING, FLORIDA | b. KIND OF AGENCY
<input type="checkbox"/> U. S. Certificated Mechanic.
<input type="checkbox"/> Foreign Certificated Mechanic.
<input checked="" type="checkbox"/> Certificated Repair Station.
<input type="checkbox"/> Manufacturer.
<input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO.
3610
POWER PLANT
CLASS 1 & 2
LIMITED
ACCESSORY |
|--|--|---|

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.
November 23, 1964 (Date repair and/or alteration completed)
George W. Dumont (Signature of authorized individual) **Chief Inspector**

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

6 APPROVED } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } FAA Flight Standards Inspector Repair Station Other (Specify)

November 23, 1964 (Date of approval or rejection) **George W. Dumont** (Signature of authorized individual; title or identification number) **Chief Inspector**

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum

b. Accepted 12-14-64 (Date) Reinspected _____ (Date) Spot Checked 7 DEC 31 1964 (Date)

SO GADO 5 7-05 (FAA designation number) **James M. Farnell** (Signature Flight Standards Inspector) SO GADO 5

MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Engine received this station for overhaul. Engine given receiving inspection, completely disassembled and all parts cleaned. All steel parts magnafluxed. All parts inspected in accordance with manufacturer's specifications and replaced where necessary. Engine, carburetor, magnetoes and harness completely overhauled. Test house run of engine satisfactory. Time since overhaul 00:00 hours. Total Time approximately 1500:00 hours.

A.D.NOTE 57-5-4 has been complied with (Crankshaft).

A.D. NOTE 62-11-5 complied with (Cam Drive Gear).

P&W Service Bulletin 1693 (Drain Pipes- Cyl.Inter-Ear) complied with.

12/12/64 - This engine installed on left side
Grumman Goose N40P.
Allen M. Kellam AEP 1402309

RECEIVED
FAA
DEC 14 1964
SO-GADO-5
MIAMI, FLORIDA

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-B0524.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

| | | | | |
|-------------|-----------------|----------------|--------------------|--|
| 1. AIRCRAFT | MAKE
Grumman | MODEL
G-21A | SERIAL NO.
B-19 | NATIONALITY AND REGISTRATION MARK
N 40R |
|-------------|-----------------|----------------|--------------------|--|

| | | |
|----------|---|--|
| 2. OWNER | NAME (First, middle, last)
Windjammer Flying Service, Inc. | ADDRESS (Street and number, city, zone and State)
203 Wilson Bldg., 220 71 St.
Miami Beach 41, Florida |
|----------|---|--|

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) | |
|---------------|---|------------|------------|------------------------|------------------|
| | | | | MAJOR REPAIR | MAJOR ALTERATION |
| a. AIRFRAME | ***** (As described in item 1 above) ***** | | | | XX |
| b. POWERPLANT | <p>ALTERATION</p> <p>The data identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in CAR 18.11 (b).</p> <p>3/28/63 W. J. Hayes
Data CAB Inspector</p> | | | | |
| c. PROPELLER | | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | Radio only | | | |

4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

*AFTER the repairs and/or alterations described below were made.

| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* |
|----------|------------------------|--|-----------------------|
| Normal | 5945 | # 22.9 | 2055 |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|---|--|--|
| a. AGENCY'S NAME AND ADDRESS
William N. Kilborn
40 Lilac Lane
Dania, Florida | b. KIND OF AGENCY
<input checked="" type="checkbox"/> U. S. Certificated Mechanic.
<input type="checkbox"/> Foreign Certificated Mechanic.
<input type="checkbox"/> Certificated Repair Station.
<input type="checkbox"/> Manufacturer.
<input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO.
A & P
1402309 |
|---|--|--|

I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

3/26/63

(Date repair and/or alteration completed)

Wm. N. Kilborn
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } FAA Flight Standards Inspector Repair Station Other (Specify) Inspection Authorization

3/28/63

(Date of approval or rejection)

Wm. N. Kilborn 1402309
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum
b. Accepted 3-28-63 (Date) Reinspected (Date) Spot Checked (Date)

SO GADO 5

(FAA designation number)

W. J. Hayes
(Signature Flight Standards Inspector)

SO GADO 5

(Signature Flight Standards Inspector)

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Removed all existing radio equipment, modified instrument panel and installed radios as follows:

Narco VTR-2 installed in center panel with V-12-MP-2A power supply installed forward and left of the pilots rudder pedals. Receiving antenna mounted on leading edge of vertical stabilizer as original and transmitting antenna mounted just ahead of windshield.

Sunair HF transceiver installed in center panel with power supply installed forward of bulkhead at station 7 on right side. Manual trailing antenna installed in top of cockpit area with outlet tube through top of cockpit and standoff mast on right side of vertical stabilizer.

Motorola ADF T-12B installed in center panel with indicator alongside. Antenna installed along topside of aircraft.

Removed all existing seats and tracks, replaced floorboards and installed seats as follows:

Installed 5 seats in cabin in accordance with STC SA2-223. 3 place lounge installed in right side of cabin in accordance with STC SA2-760. Seat belts for lounge attached to original Grumman seat attach points with AN 43 eye bolts. Location and arms of all seats are shown on attached loading charts.

All work done according to the applicable parts of CAM-18.

An electrical load analysis was accomplished in accordance with CAM-18.30-12(1). The ammeter reading with all continuous loads on was 35.6 amps. Adding 10% this comes to 39.2 amps. This is within 80% of total generator capacity which is 50 amps.

Weight and balance report and loading charts are attached.

-----END-----

*If additional space is needed attach additional sheets bearing aircraft, nationality and registration mark and date work completed.

Check block if additional sheets are attached.

OKLAHOMA CITY, OKLA.
APR 3 8 23 AM '63
FEDERAL AVIATION
AGENCY - OKLAHOMA CITY

FEDERAL AVIATION AGENCY

Form approved. Budget Bureau No. 41-R052.4

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

| | | | | |
|-------------|------------------------|-----------------------|---------------------------|---|
| 1. AIRCRAFT | MAKE
Grumman | MODEL
G-21A | SERIAL NO.
B-19 | NATIONALITY AND REGISTRATION MARK
N 40R |
|-------------|------------------------|-----------------------|---------------------------|---|

| | | |
|----------|--|--|
| 2. OWNER | NAME (First, middle, last)
Windjammer Flying Service, Inc. | ADDRESS (Street and number, city, zone and State)
203 Wilson Bldg., 220 71 St. Miami Beach 41, Florida |
|----------|--|--|

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) | |
|---------------|------------------------------|-------|------------|------------------------|------------------|
| | | | | MAJOR REPAIR | MAJOR ALTERATION |
| a. AIRFRAME | As described in item 1 above | | | XX | |
| b. POWERPLANT | | | | | |
| c. PROPELLER | | | | | |
| d. APPLIANCE | | | | | |

4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* |
|----------|------------------------|--|-----------------------|
| Normal | 5945 | 4 22.9 | 2055 |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|--|--|--|
| a. AGENCY'S NAME AND ADDRESS
William N. Kilborn
40 Lilac Lane
Dania, Florida | b. KIND OF AGENCY
<input checked="" type="checkbox"/> U. S. Certificated Mechanic.
<input type="checkbox"/> Foreign Certificated Mechanic.
<input type="checkbox"/> Certificated Repair Station.
<input type="checkbox"/> Manufacturer.
<input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO.
A & P
1402309 |
|--|--|--|

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

3/26/63 (Date repair and/or alteration completed)

Wm N. Kilborn (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } FAA Flight Standards Inspector Repair Station Other (Specify) **Inspection Authorization**

3/26/63 (Date of approval or rejection)

Wm N. Kilborn 1402309 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum
b. Accepted 3-28-63 (Date) Reinspected _____ (Date) Spot Checked 8 (Date)

SO GADO 5 (FAA designation number)

W. G. Hayes SO GADO 5 (Signature Flight Standards Inspector)

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Ailerons, elevators and rudder recovered as follows:

Surfaces removed from aircraft, stripped, cleaned, repaired as necessary and primed with Glidded Glid-Plate primer. Recovered with grade "A" aircraft fabric conforming to TSO-C-15. All seams were sewed and fabric attached as original. Finished with 4 coats (6 gals.) clear nitrate dope brushed on, 2 coats (4½ gals.) clear butyrate dope sprayed on, 2 coats (4½ gals.) silver butyrate dope sprayed on and 4 coats (5 gals.) white butyrate dope sprayed on.

Controls installed on aircraft and rigged according to mfgs. specs.

All work done according to the applicable parts of CAM-18.

-----END-----

OKLAHOMA CITY, OKLA.

APR 3 8 23 AM '63

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

Verified by Operator #18

267 839

FEDERAL AVIATION AGENCY

Form approved. Budget Bureau No. 04-R060.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

| | | | | |
|-------------|------------------------|-----------------------|---------------------------|---|
| 1. AIRCRAFT | MAKE
Grumman | MODEL
G-21A | SERIAL NO.
B-19 | NATIONALITY AND REGISTRATION MARK
N 4OR 0040R |
|-------------|------------------------|-----------------------|---------------------------|---|

| | | |
|----------|--|--|
| 2. OWNER | NAME (First, middle, last)
Windjammer Flying Service, Inc. | ADDRESS (Street and number, city, zone and State)
203 Wilson Bldg., 220 71 St. Miami Beach 41, Florida |
|----------|--|--|

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18. **2**

| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) | |
|---------------|--|-------|--|--|------------------|
| | | | | MAJOR REPAIR | MAJOR ALTERATION |
| a. AIRFRAME | ***** (As described in item 1 above) ***** | | | | XX |
| b. POWERPLANT | | | The data/alteration identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in CAR Part 18, section 18.11(b). | | |
| c. PROPELLER | | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | | 8/12/63
Date | Charles M. Carnes
Signature of FAA Inspector | |

4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* |
|---------------|------------------------|--|-----------------------|
| Normal | 5966.9 | 23.1 | 2033.1 |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|--|--|--|
| a. AGENCY'S NAME AND ADDRESS
William N. Kilborn
40 Lilac Lane
Dania, Florida | b. KIND OF AGENCY
<input checked="" type="checkbox"/> U. S. Certificated Mechanic.
<input type="checkbox"/> Foreign Certificated Mechanic.
<input type="checkbox"/> Certificated Repair Station.
<input type="checkbox"/> Manufacturer.
<input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO.
A & P
1402309 |
|--|--|--|

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.
8/8/63 (Date repair and/or alteration completed) **William N. Kilborn** (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

3 APPROVED } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED FAA Flight Standards Inspector Repair Station Other (Specify) **Inspection Authorization**

8/12/63 (Date of approval or rejection) **William N. Kilborn 1402309** (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum

b. Accepted **8/12/63** (Date) Reinspected _____ (Date) Spot Checked _____

SO GADO 5 7-05 (FAA designation number) **Charles M. Carnes** (Signature Flight Standards Inspector) **SO GADO 5**

MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Removed Narco VTR-2 Omnigator and V-12-MP-2A power supply, modified panel, and installed new radios as follows:

Narco Mark 12 installed in panel and properly supported at an arm of -32. Narco T12MP-12 power supply mounted on existing rack forward of pilots rudder pedals at an arm of -46.5. Narco VOA-6 omni convertor installed in panel at an arm of -30. Existing transmitting and receiving antennas were used.

Compass checked for proper calibration. Equipment was given an operational check and found to be satisfactory. All work done according to the applicable parts of CAM-18 and manufactures specifications.

An electrical load analysis was accomplished in accordance with CAM-18.30-12(1). The ammeter reading with all continuous load on was 36 amps. Adding 10% this comes to 39.6 amps. This, within 80% of total generator capacity which is 50 amps.

WEIGHT AND BALANCE

| | | | | | |
|--------------------|--------|---|------|---|----------|
| Aircraft Empty | 5970 | @ | 23.1 | * | 137714 |
| Removed VTR-2 | - | @ | - | = | 224 |
| Removed V-12-MP-2A | - | @ | - | = | 320.9 |
| Installed Mark 12 | / | @ | - | = | 163.2 |
| Installed T12MP-12 | / | @ | - | = | 181.4 |
| Installed VOA-6 | / | @ | - | = | 54 |
| | 5966.9 | | | | 137860.3 |

$\frac{137860.3}{5966.9} = 23.1$ Empty weight center of gravity same as before.

Useful load is 2033.1 pounds at 8000 pounds gross weight.

END

OKLAHOMA CITY, OKLA.

AUG 15 10 19 AM '63

REGISTRATION BRANCH
FEDERAL AVIATION
AGENCY AIRCRAFT

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

FEDERAL AVIATION AGENCY JUN 12 1963

Form approved. Budget Bureau No. 04-R060.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

| | | | | |
|-------------|------------------------|-----------------------|---------------------------|---|
| 1. AIRCRAFT | MAKE
Grumman | MODEL
G-21A | SERIAL NO.
B-19 | NATIONALITY AND REGISTRATION MARK
N 4OR |
|-------------|------------------------|-----------------------|---------------------------|---|

| | | |
|----------|--|--|
| 2. OWNER | NAME (First, middle, last)
Windjammer Flying Service, Inc. | ADDRESS (Street and number, city, zone and State)
203 Wilson Bldg., 220 71 St. Miami Beach 41, Florida |
|----------|--|--|

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) | |
|---------------|------------------------------|------------------------|------------|---|------------------|
| | | | | MAJOR REPAIR | MAJOR ALTERATION |
| a. AIRFRAME | As described in item 1 above | | | | XX |
| b. POWERPLANT | | | | | |
| c. PROPELLER | | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | Date
4-26-63 | | Signature of FAA Inspector
Walter L. Pugh | |

RECORDED

4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

| | | | |
|---------------|------------------------|--|-----------------------|
| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* |
| Normal | 5970 | 23.1 | 2030 |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|--|--|--|
| a. AGENCY'S NAME AND ADDRESS
William N. Kilborn
40 Lilac Lane
Dania, Florida | b. KIND OF AGENCY
<input checked="" type="checkbox"/> U. S. Certificated Mechanic.
<input type="checkbox"/> Foreign Certificated Mechanic.
<input type="checkbox"/> Certificated Repair Station.
<input type="checkbox"/> Manufacturer.
<input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO.
A & P
1402309 |
|--|--|--|

RECORDED

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

4/19/63 (Date repair and/or alteration completed) William N. Kilborn (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } FAA Flight Standards Inspector Repair Station Other (Specify) **Inspection Authorization**

4/26/63 (Date of approval or rejection) William N. Kilborn 1402309 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum **7** **MAY 29 1963**
b. Accepted 4-26-63 (Date) Reinspected _____ (Date) Spot Checked _____ (Date)

SO GADO 5 (FAA designation number) Walter L. Pugh (Signature Flight Standards Inspector)

RECORDED

SO GADO 5

MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Installed Fire Bottle in pilot's compartment at an arm of -27. Ten Pan Avion life jackets placed in airplane as permanent equipment at an accumulative arm of 74.

Both above items entered on aircraft equipment list.

All work done to the applicable parts of CAM-18.

according

WEIGHT AND BALANCE

| | | | | | |
|----------------|-----------|---|--------|---|-------------|
| Aircraft empty | 5945 | @ | 22.9 | = | 136369 |
| Fire Bottle | 5 | @ | - 27.0 | = | - 135 |
| Life Jackets | <u>20</u> | @ | 74.0 | = | <u>1480</u> |
| | 5970 | | | | 137714 |

137714
5970

= 23.1 New empty weight center of gravity.

Useful load is 2030 pounds at 8000 pounds gross weight.

-----END-----

OKLAHOMA CITY, OKLA.

MAY 21 8 28 AM '63

FEDERAL AVIATION
AGENCY - AIRCRAFT
REGISTRATION BRANCH

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

12 1958

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R0524.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

| | | | | |
|-------------|------------------------|------------------------|---------------------------|---|
| 1. AIRCRAFT | MAKE
GRUMMAN | MODEL
G 21 A | SERIAL NO.
B 19 | NATIONALITY AND REGISTRATION MARK
N 4OR |
|-------------|------------------------|------------------------|---------------------------|---|

| | | |
|----------|--|---|
| 2. OWNER | NAME (First, middle, last)
SUNCOAST AIRWAYS, INC | ADDRESS (Street and number, city, zone and State)
315 Coconut Row
Palm Beach, Florida |
|----------|--|---|

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) | |
|---------------|--|-------|------------|------------------------|------------------|
| | | | | MAJOR REPAIR | MAJOR ALTERATION |
| a. AIRFRAME | (As described in item 1 above) | | | XXX | |
| b. POWERPLANT | | | | | |
| c. PROPELLER | | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | | | | |

4. AIRCRAFT WEIGHT AND BALANCE DATA
*AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* |
|-----------------|------------------------|--|-----------------------|
| STANDARD | 6242.50 | 8 +23.7 | 1757.50 |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|--|--|------------------------------------|
| a. AGENCY'S NAME AND ADDRESS
O. W. Tosch
Red Aircraft Service
Bldg. 78, International Airport
Fort Lauderdale, Florida | b. KIND OF AGENCY
<input checked="" type="checkbox"/> U. S. Certificated Mechanic.
<input type="checkbox"/> Foreign Certificated Mechanic.
<input type="checkbox"/> Certificated Repair Station.
<input type="checkbox"/> Manufacturer.
<input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO.
16069 |
|--|--|------------------------------------|

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

12-28-57 (Date repair and/or alteration completed)
O. W. Tosch (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

APPROVED } BY { CAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } CAA Aviation Safety Agent Repair Station Other (Specify) **IA**.

3-10-58 (Date of approval or rejection)
Frederick Jackson FA 12874 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum

b. Accepted 3-15-58 (Date) Reinspected _____ (Date) Spot Checked _____ (Date)

Reg. 2 FW
ASDO 13
(CAA designation number)

James D. ...
(Signature Aviation Safety Agent)

acc 6-3-8

MC

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Replaced aft section of inner keel aft of cockpit.
2. Repaired water tight bulkheads #11, 13, and 17.
3. Replaced 10'7" of keel from station 17 forward.
4. Repaired skid on right float.

All repairs made in accordance with Grumman repair manual and Cam 18. No weight change.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

| | | | | |
|-------------|-----------------|----------------|--------------------|--|
| 1. AIRCRAFT | MAKE
Grumman | MODEL
G-21A | SERIAL NO.
B-19 | NATIONALITY AND REGISTRATION MARK
4OR |
|-------------|-----------------|----------------|--------------------|--|

| | | |
|----------|--|--|
| 2. OWNER | NAME (First, middle, last)
Suncoast Airways, Inc. | ADDRESS (Street and number, city, zone and State)
315 Coconut Row,
Palm Beach, Florida |
|----------|--|--|

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

| UNIT | MAKE | MODEL | SERIAL NO. | NATURE OF WORK (Check) | |
|---------------|------------------------------|-------|------------|------------------------|------------------|
| | | | | MAJOR REPAIR | MAJOR ALTERATION |
| a. AIRFRAME | As described in item 1 above | | | X | |
| b. POWERPLANT | | | | | |
| c. PROPELLER | | | | | |
| APPLIANCE | TYPE AND MANUFACTURER | | | | |
| | | | | | |

4. AIRCRAFT WEIGHT AND BALANCE DATA
*AFTER the repairs and/or alterations described below were made.

This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

| CATEGORY | EMPTY WEIGHT (Pounds)* | EMPTY CENTER OF GRAVITY (Inches from datum)* | USEFUL LOAD (Pounds)* |
|----------|------------------------|--|-----------------------|
| normal | 6242.50 | + 23.7 | 1757.50 |

5. CONFORMITY STATEMENT (Complete and check)

| | | |
|--|--|-----------------------------|
| a. AGENCY'S NAME AND ADDRESS
Clayton I. Gamber
Red Aircraft Service, Inc.
Bldg. 78, Intn'l Airport,
Fort Lauderdale, Florida | b. KIND OF AGENCY
<input checked="" type="checkbox"/> U. S. Certificated Mechanic.
<input type="checkbox"/> Foreign Certificated Mechanic.
<input type="checkbox"/> Certificated Repair Station.
<input type="checkbox"/> Manufacturer.
<input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.) | c. CERTIFICATE NO.
96250 |
|--|--|-----------------------------|

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

7/7/57 (Date repair and/or alteration completed)

Clayton I. Gamber (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

APPROVED } BY { CAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } CAA Aviation Safety Agent Repair Station Other (Specify) A-I.

7/7/57 (Date of approval or rejection)

Clayton I. Gamber 96250 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum

b. Accepted 9/2/57 (Date) Reinspected 7/12/57 (Date) Spot Checked (Date)

Reg. 2 FW (CAA designation number)

W. B. Perry (Signature Aviation Safety Agent)

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Aircraft dis-assembled for overhaul. Gear plated. Shock struts overhauled. Gear boxes overhauled. Tail strut overhauled, and flap cylinder overhauled. Removed engine for overhaul. Engine mounts magnafluxed. All accessories and instruments overhauled. Control cables replaced. Wings metalized in accordance with Dwg. # 104 approved by CAA for Red Aircraft Service, Inc. Reskinned horizontal stabilizer. All wiring replaced as per original. Replaced fuses with circuit breakers, of the same capacity.

Installed Grimes anti-collision beacon mod. D-7080-1-12 on top of rudder at center line of hinge. Power is supplied from a 12 volt battery buss thru a 10 amp. circuit breaker and a CC-1361 10 amp switch using 38 feet of #16 wire run through existing metal conduit. Unit draws 6.5 amps at 12 volts. All electrical appliances can be turned on with out exceeding 80 percent of generator capacity of 50 amps. See attached Photostat for installation drawing approved on G21A-N33178.

Installed Narco VTR-2 radio indash panel and V12-MP-2A power supply forward and to the left of the rudder pedals. See attached Dwg. for power supply rack. The control unit was loaded to 6 GE's at the radio center line with no deflection to Instrument panel. 10. amp. circuit breaker installed using all wires and harness supplied by Narco. Antenna installed in tail using conduit and grommets which existed in aircraft. The Circuit breaker is installed in breaker panel located aft of the co-pilot's seat on bulkhead. Power is supplied from the circuit breaker by a No. 16 wire MIL-W-5086 5' long, routed through existing conduit to junction box aft of dash panel on right lower side. The power lead supplied by the manufacturer is joined with this on junction strip. Phone and mike jacks are on left lower side of panel under tail wheel lock.

Installed seats in cabin in accordance with S.T.A. # SA2=22 3 and drawing #R109.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

**APPLICATION FOR AIRWORTHINESS CERTIFICATE
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT**

INSTRUCTIONS

Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (Check which)

- a. ORIGINAL ISSUANCE OF CERTIFICATE
- b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
- c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
- d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
- e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
- f.

2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

- a. STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
- b. LIMITED (SEE CAR 9)
- c. RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
 - AGRICULTURAL AND PEST CONTROL
 - AERIAL ADVERTISING
 - AERIAL SURVEYING
 - GLIDER TOWING
 - PATROLLING
 - FOREST AND WILDLIFE CONSERVATION
 - WEATHER CONTROL
 - OTHER
- d. EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
 - RESEARCH AND DEVELOPMENT
 - AMATEUR-BUILT
 - DEMONSTRATION
 - RACING
 - EXHIBITION
 - OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

| | | |
|------------------------------------|-------------------------------------|---|
| a. AIRCRAFT MAKE
Grumman | b. AIRCRAFT MODEL
G 2IA | c. AIRCRAFT SERIAL NO.
B-19 (227) |
| d. ENGINE MAKE
P & W | e. ENGINE MODEL
R 985-AN6 | |

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

| | | |
|--|---|--|
| a. REGISTERED OWNER'S FULL NAME
Suncoast Airways, Inc. | b. PERMANENT MAILING ADDRESS
315 Coconut Row
Palm Beach, Fla. | c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
N- 40R |
|--|---|--|

5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

- a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE March 20, 1957
- b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
- c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (Check which)

- ACA-319
- WEIGHT AND BALANCE REPORT
- ACA-337
- DATA, DRAWINGS, ETC.
- ACA-317
- UNAPPROVED DEVIATION DATA

Clayton J. ...
 (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

 (DATE) _____ (TITLE) **AGENT**

Handwritten notes on the left margin: "until 227", "Suncoast Airways", "315 Coconut Row", "Palm Beach, Fla.", "N-40R".

Handwritten "56" on the right margin.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:

(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS
- a. AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
 - b. AIRCRAFT LISTING PAGE NO. 9 8
 - c. AIRWORTHINESS DIRECTIVE SUMMARY 1956 THROUGH CARD NO. 57-13
 - d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE) _____ (YEAR)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
 - b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
 - c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 4062.7 HOURS
 - d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | SERIAL NO. | TOTAL HOURS |
|------------------|---------------|
| <u>JP-215613</u> | <u>1323.8</u> |
| <u>JP-215123</u> | <u>1318.5</u> |

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE)
- BY AIRCRAFT MANUFACTURER
- BY APPROVED REPAIR STATION, CERTIFICATE NO. C. I. Gamber A&E 96250
- BY MECHANIC, CERTIFICATE NO. _____
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 7/1/57 (DATE)
- g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certified repair station No. _____ by CAR 52 and was found to be:

AIRWORTHY UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) _____ (DATE) _____

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT AIRWORTHY UNAIRWORTHY (Check appropriate item)

| | | |
|---|---------------------------------|--------------------|
| DESIGNER'S SIGNATURE _____ | DESIGNATION NO. _____ | DATE _____ |
| AVIATION SAFETY AGENT'S SIGNATURE _____ | CAA DESIGNATION NO. <u>1-13</u> | DATE <u>7/1/57</u> |

ATTACHMENT